BookletChart™

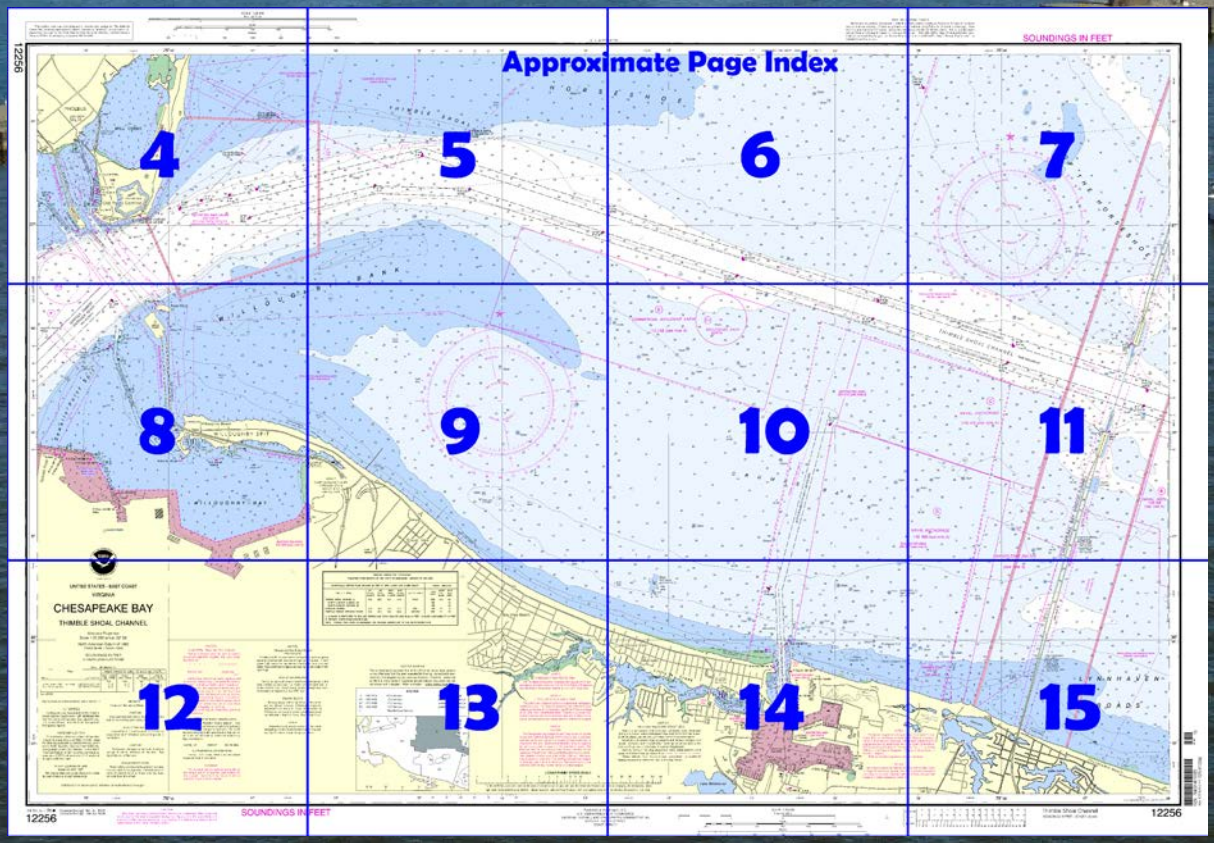
Chesapeake Bay – Thimble Shoal Channel

NOAA Chart 12256

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

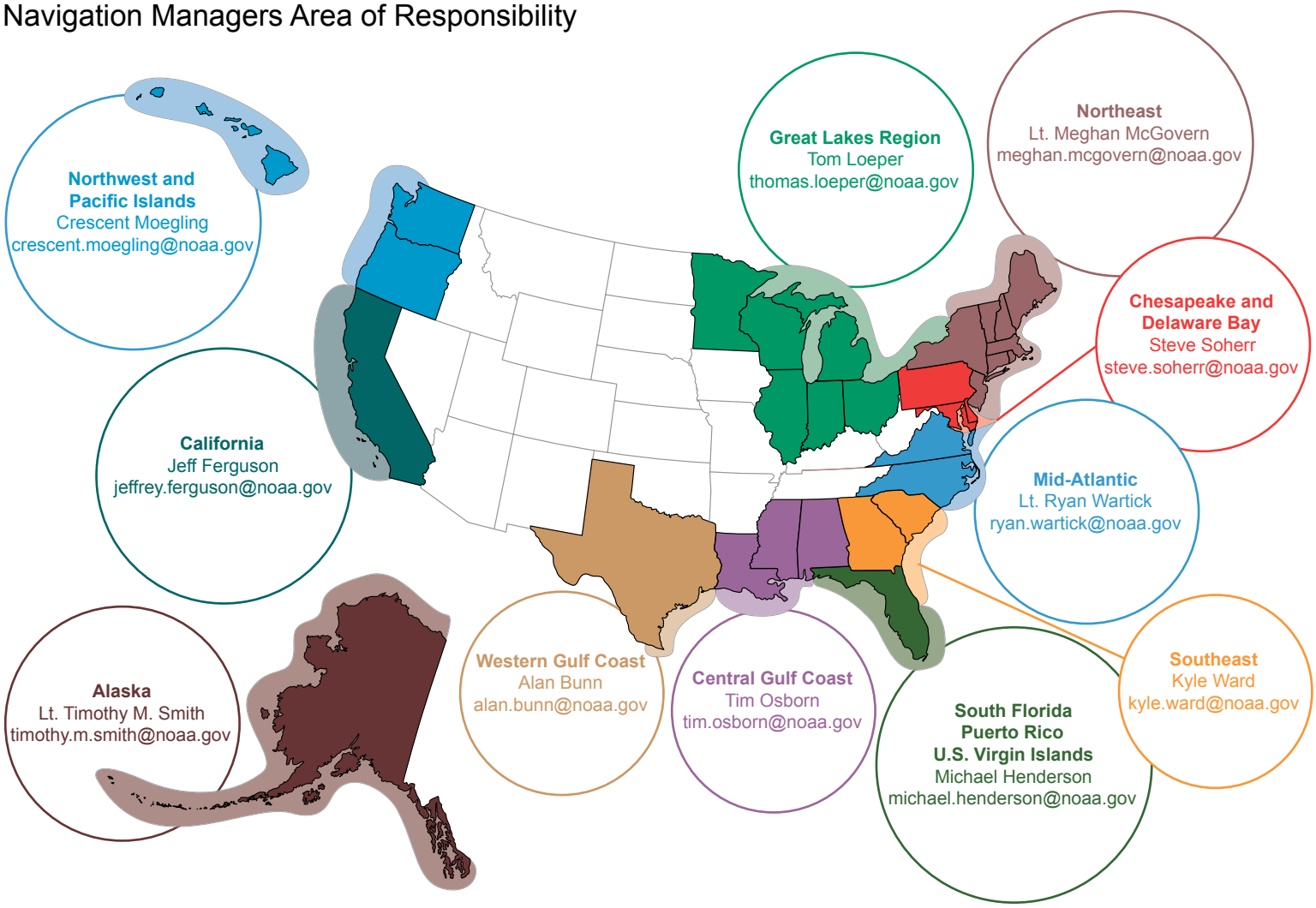
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12256

(Selected Excerpts from Coast Pilot)
Thimble Shoal Channel is a **Regulated Navigation Area** and draft limitations apply. A vessel drawing less than 25 feet may not enter the channel, unless the vessel is crossing the channel.
Little Creek is entered between jetties 8 miles westward of Cape Henry Light. Most of the creek comprises the **U.S. Naval Amphibious Base;** small craft use the west arm.
A dredged channel in Little Creek leads to a basin off the railroad terminal, 1.2 miles south of the jetties. In June 1998, the controlling depth was 20 feet in the channel and in the basin. The channel is marked by a **177°30'** lighted entrance range and by lights.
Little Creek Coast Guard Station is eastward of the railroad terminal.
Naval **danger zones** and **restricted areas** extend northward from the vicinity of Little Creek to the edge of Thimble Shoal Channel.
Old Point Comfort is the site of historic **Fort Monroe.** The Chamberlin Hotel is an excellent landmark. **Old Point Comfort Light** (37°00.1'N., 76°18.4'W.), 54 feet above the water, is shown from a white tower. Only Government craft can tie up at the wharf on the south waterfront of Old Point Comfort.
A naval **restricted area** extends eastward and southward of Old Point Comfort, and a **danger zone** of an army firing range extends to seaward from a point 1.5 miles northward of the point.
Willoughby Spit is a narrow barrier beach 1.3 miles long in an east-west direction. About midway between the spit and Old Point Comfort, on the opposite side of the entrance, is **Fort Wool** which is on the south edge of the main ship channel; a light is shown from a small gray house on the north side of the island.
The 45-foot-wide small-boat openings in the south approach bridge to Hampton Roads Tunnel have clearances of 10 feet.
Willoughby Bank with depths of 3 to 7 feet, extends east-northeastward along the edge of the main channel for about 2.5 miles from Fort Wool.
Willoughby Bay on the inner side of Willoughby Spit, has general depths of 7 to 12 feet. On the south side of the bay are the prominent buildings of the Norfolk Naval Base and the Naval Air Station. A marked channel, 0.4 mile westward of Fort Wool, leads to a small-boat harbor behind Willoughby Spit. In August 2000, the midchannel controlling depth was 5.3 feet to Daybeacon 3, thence 10 feet to the harbor. Some supplies, fuel, and berthing are available.
The western and southern part of Willoughby Bay is a **restricted area.**
The northern part of the bay is a **small-craft anchorage.**
Naval and **general anchorages** are south of Thimble Shoal Channel. (See **110.1 and 110.168**, chapter 2, for limits and regulations.)
Thimble Shoal Channel is a **Regulated Navigation Area** and draft limitations apply. A vessel drawing less than 25 feet may not enter the channel, unless the vessel is crossing the channel. (See **165.501**, chapter 2, for limits and regulations.)
Naval **danger zones** and **restricted areas** extend northward from the vicinity of Little Creek to the edge of Thimble Shoal Channel. (See **334.310** and **334.370,** chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

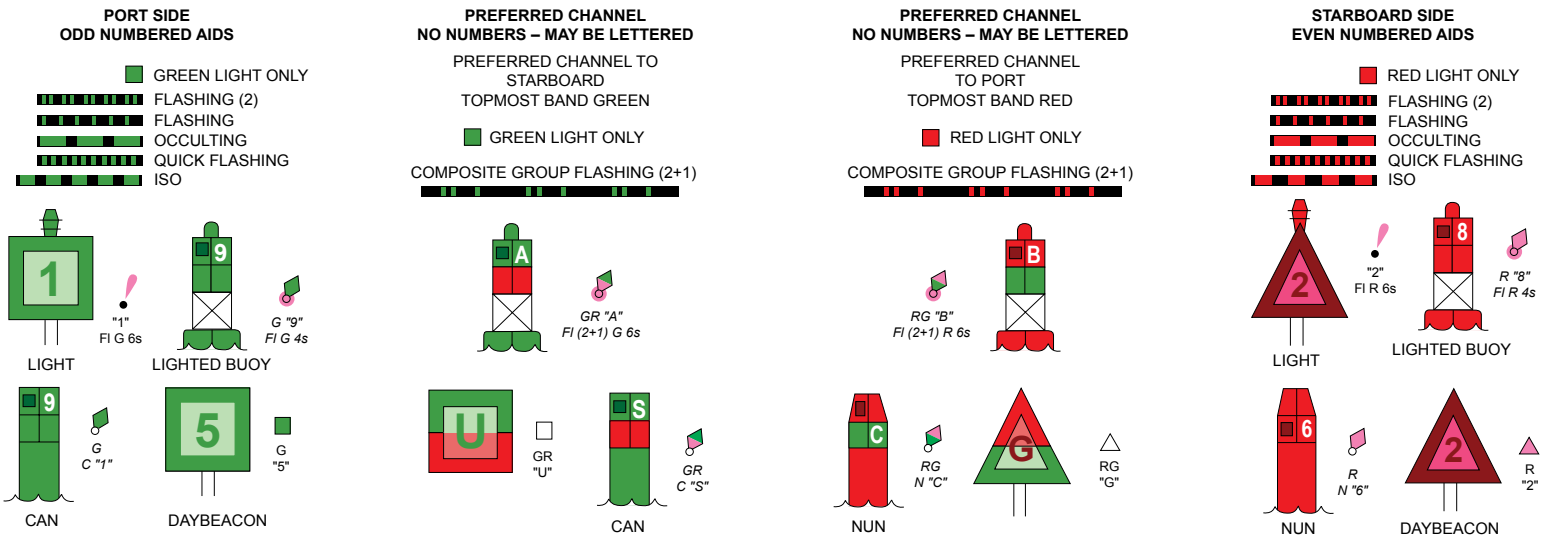


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

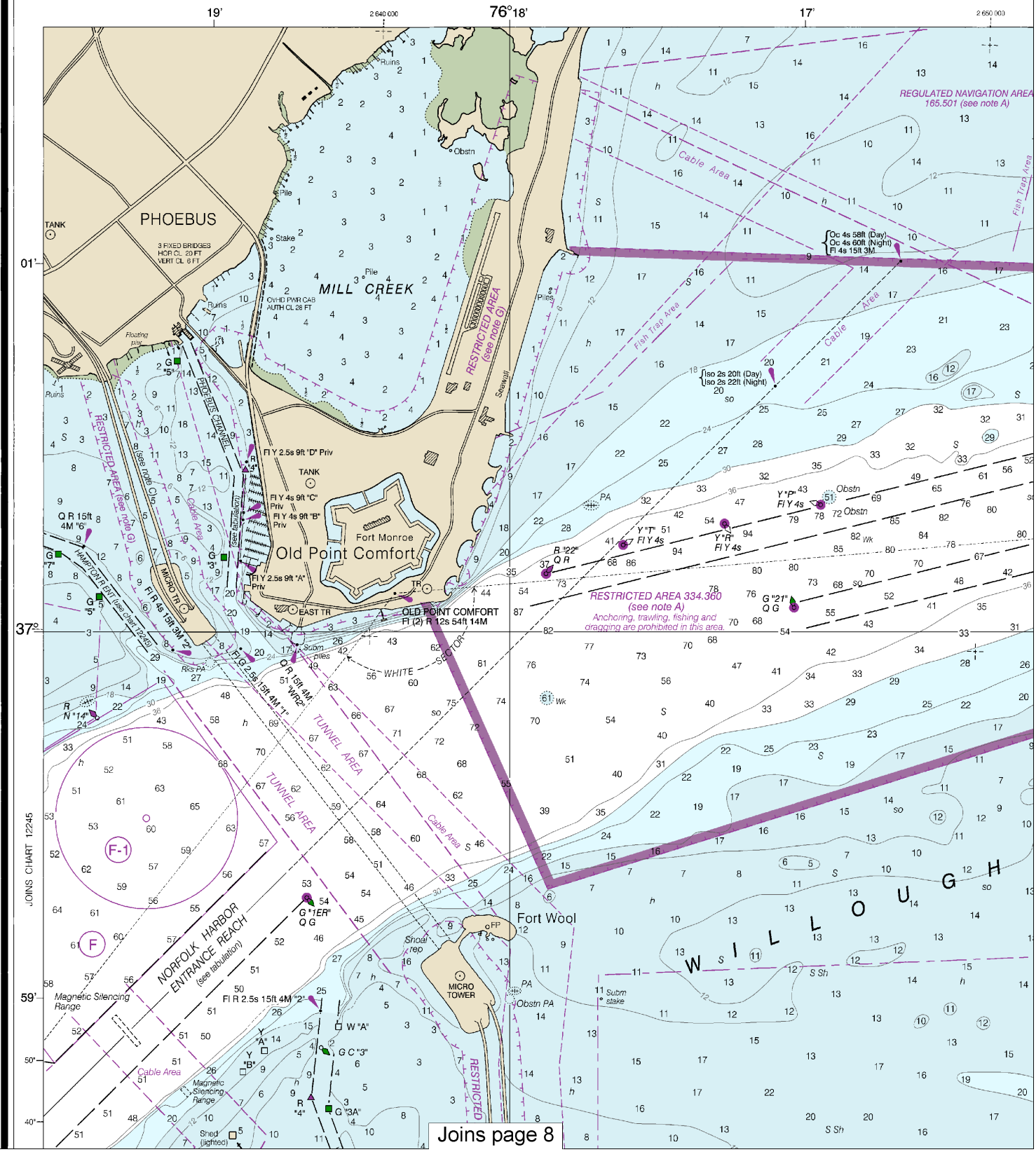
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SCALE 1:20,000
Nautical Miles
½ 0 ½ 1
Yards
500 0 500 1000 1500 2000
Meters
500 0 500 1000 1500 2000



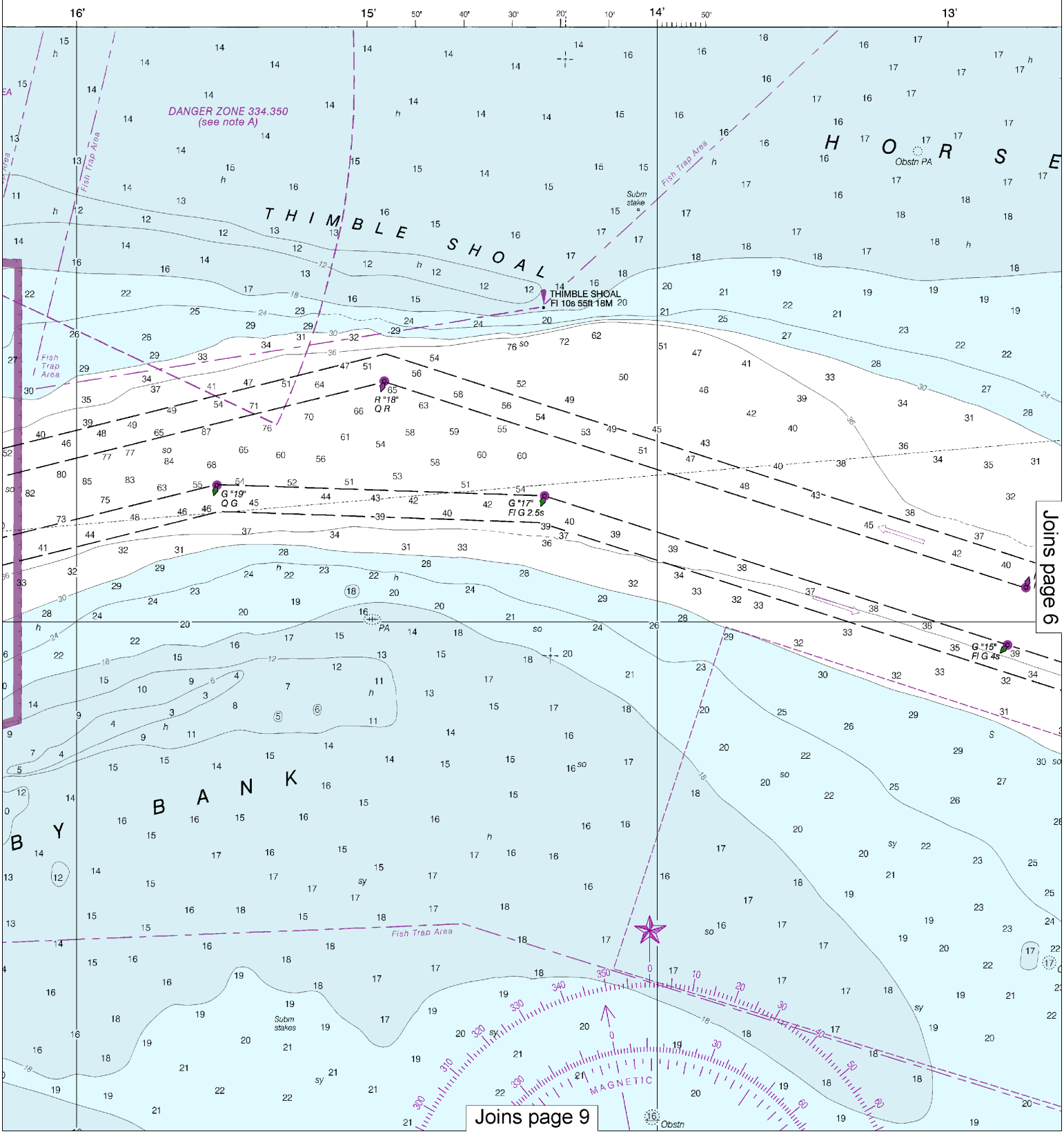
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

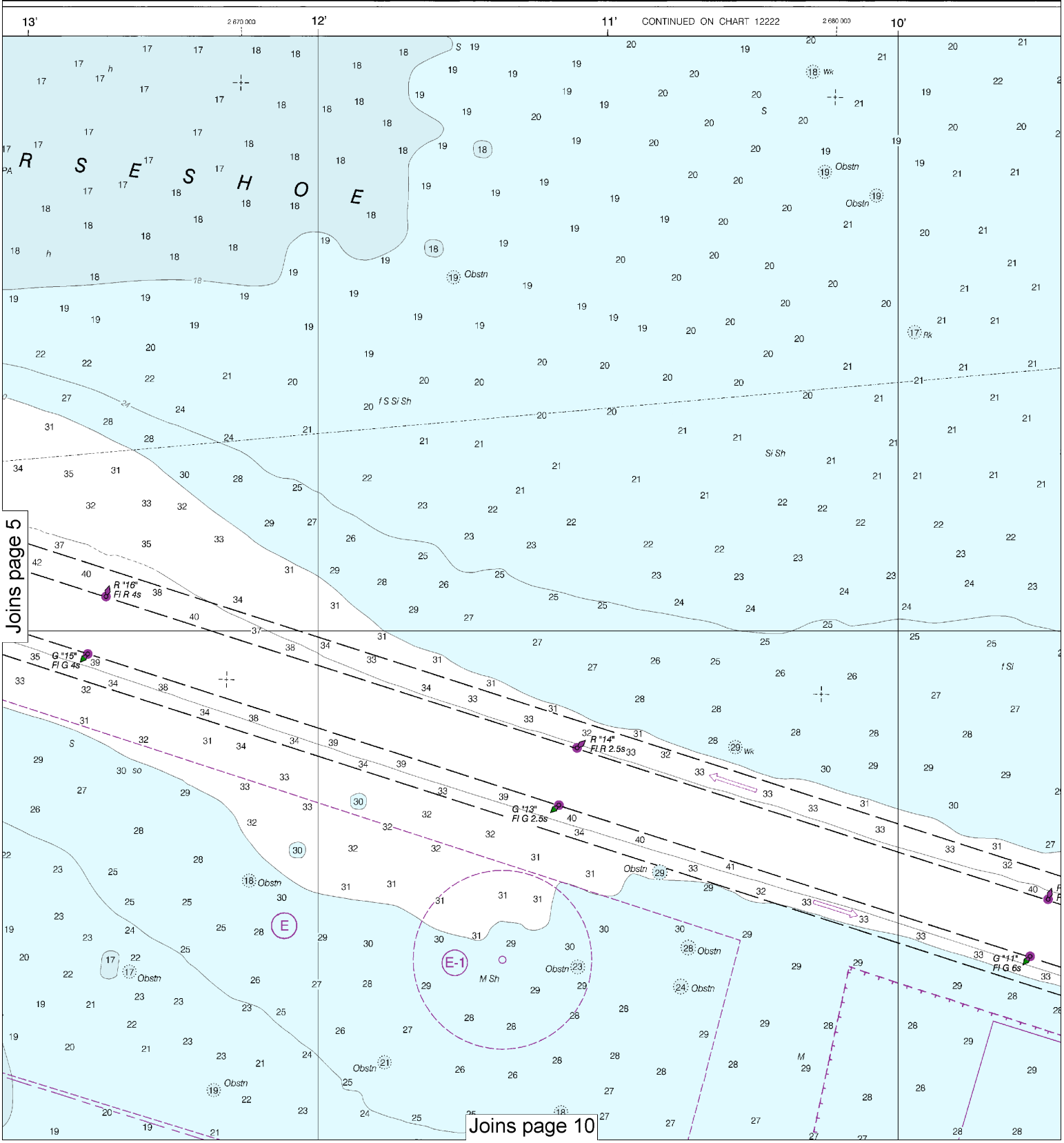
Nautical Miles
0 1 1 ½
Yards
500 0 500 1000 1500 2000 2500

1st Ed., July 1977 KAPP 596



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

1st Ed., July 1977 KAPP 596



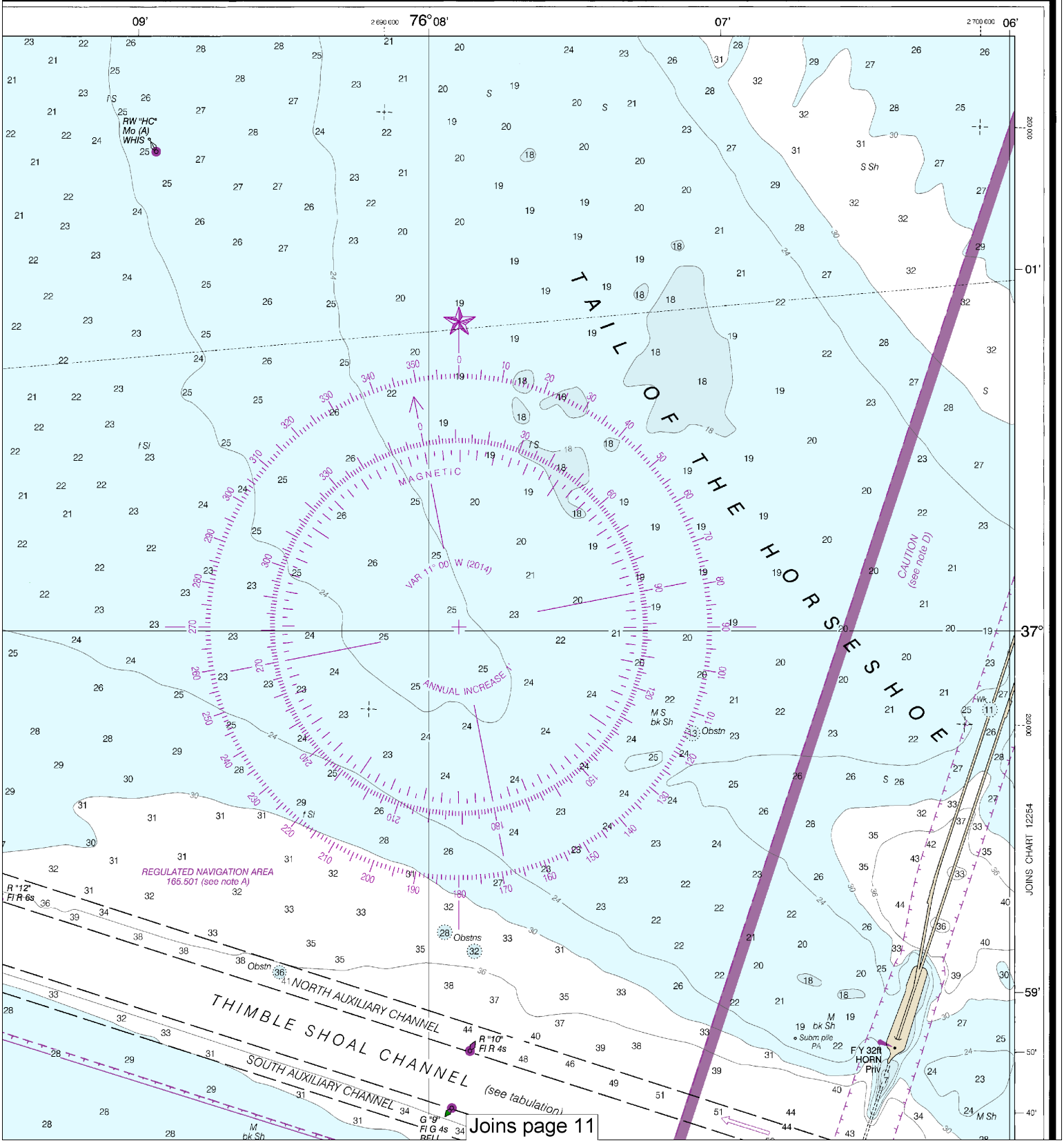
6

Note: Chart grid lines are aligned with true north.

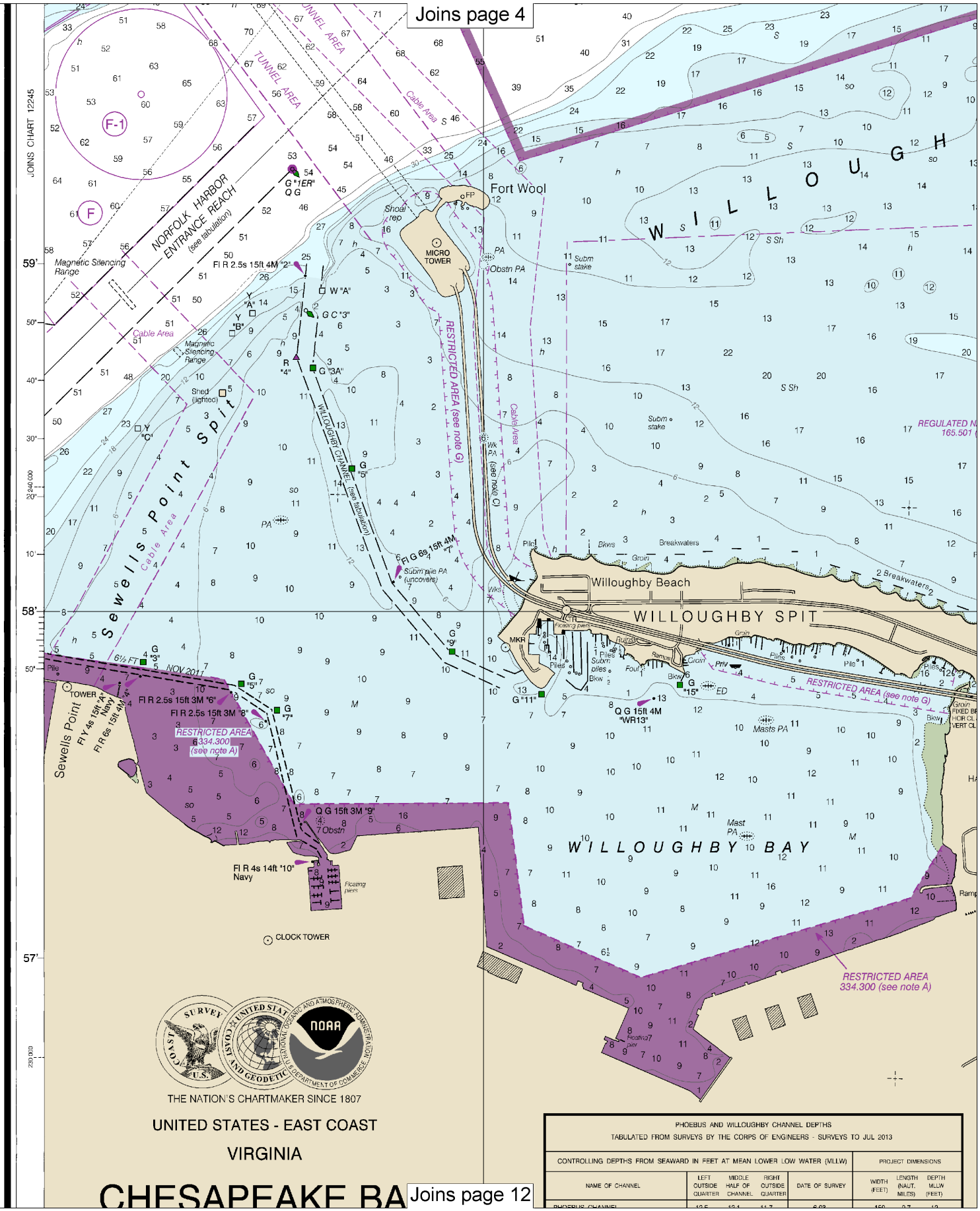
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



18th Ed., Jan. 2014. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BA

Joins page 12

PHOEBUS AND WILLOUGHBY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2013

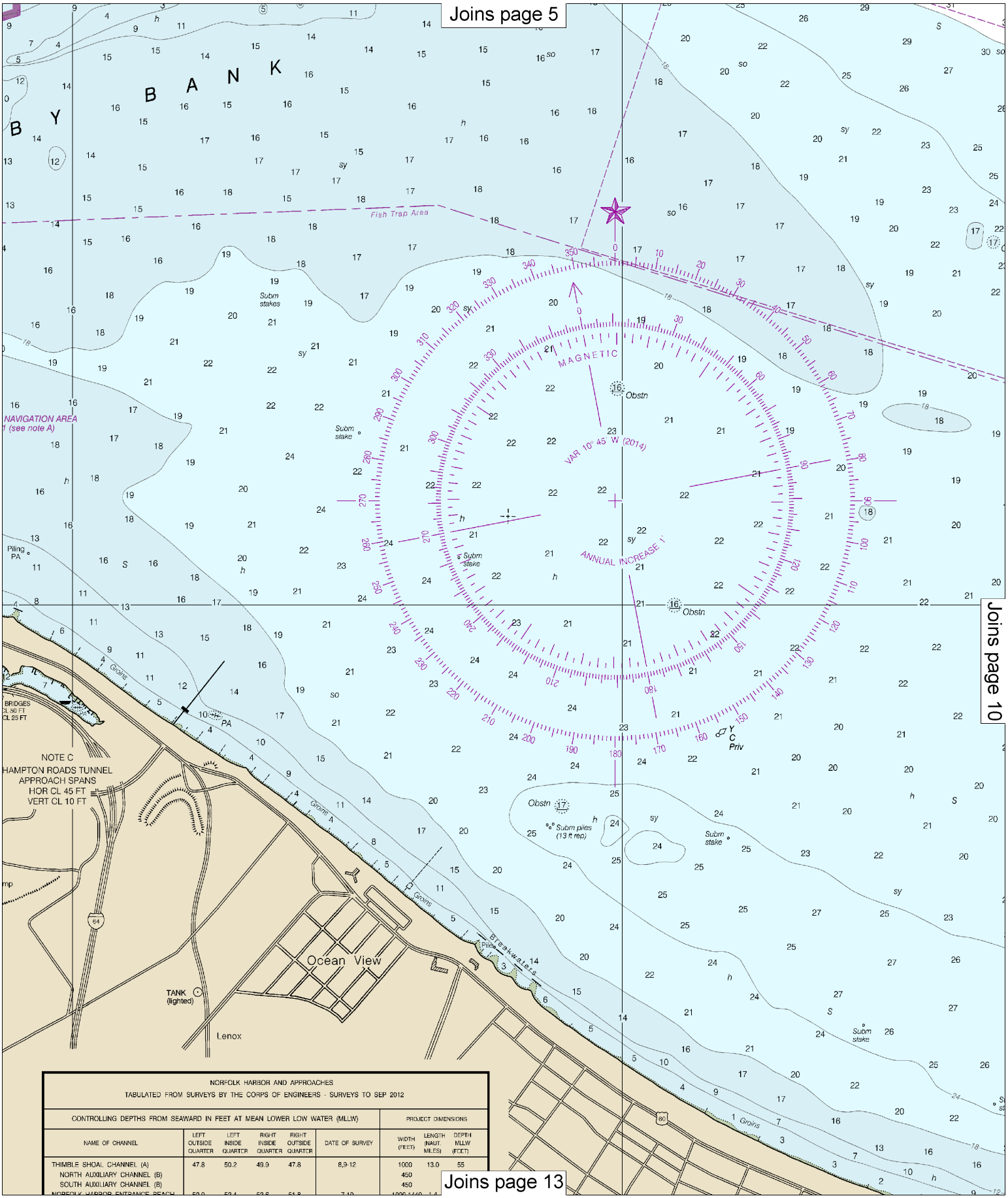
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PHOEBUS CHANNEL	12.5	12.1	11.7	6-03	150	0.7	12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

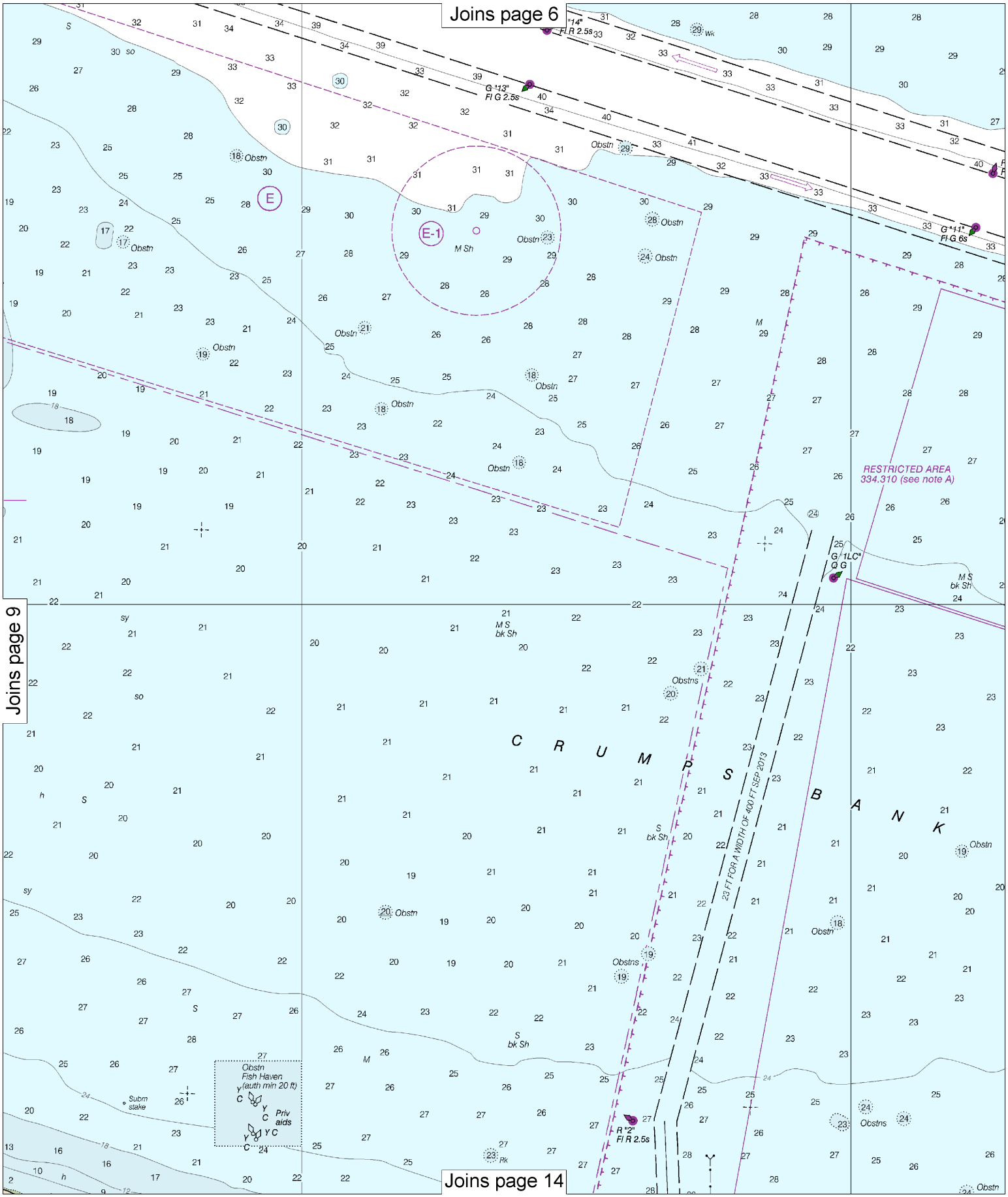
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



NORFOLK HARBOR AND APPROACHES
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
THIMBLE SHOAL CHANNEL (A)	47.8	50.2	49.9	47.8	8,9-12	1000	13.0	55
NORTH AUXILIARY CHANNEL (B)						450		
SOUTH AUXILIARY CHANNEL (B)						450		
NORFOLK HARBOR ENTRANCE REACH	50.0	52.4	52.6	51.8	7-10	1000-1440	1.4	

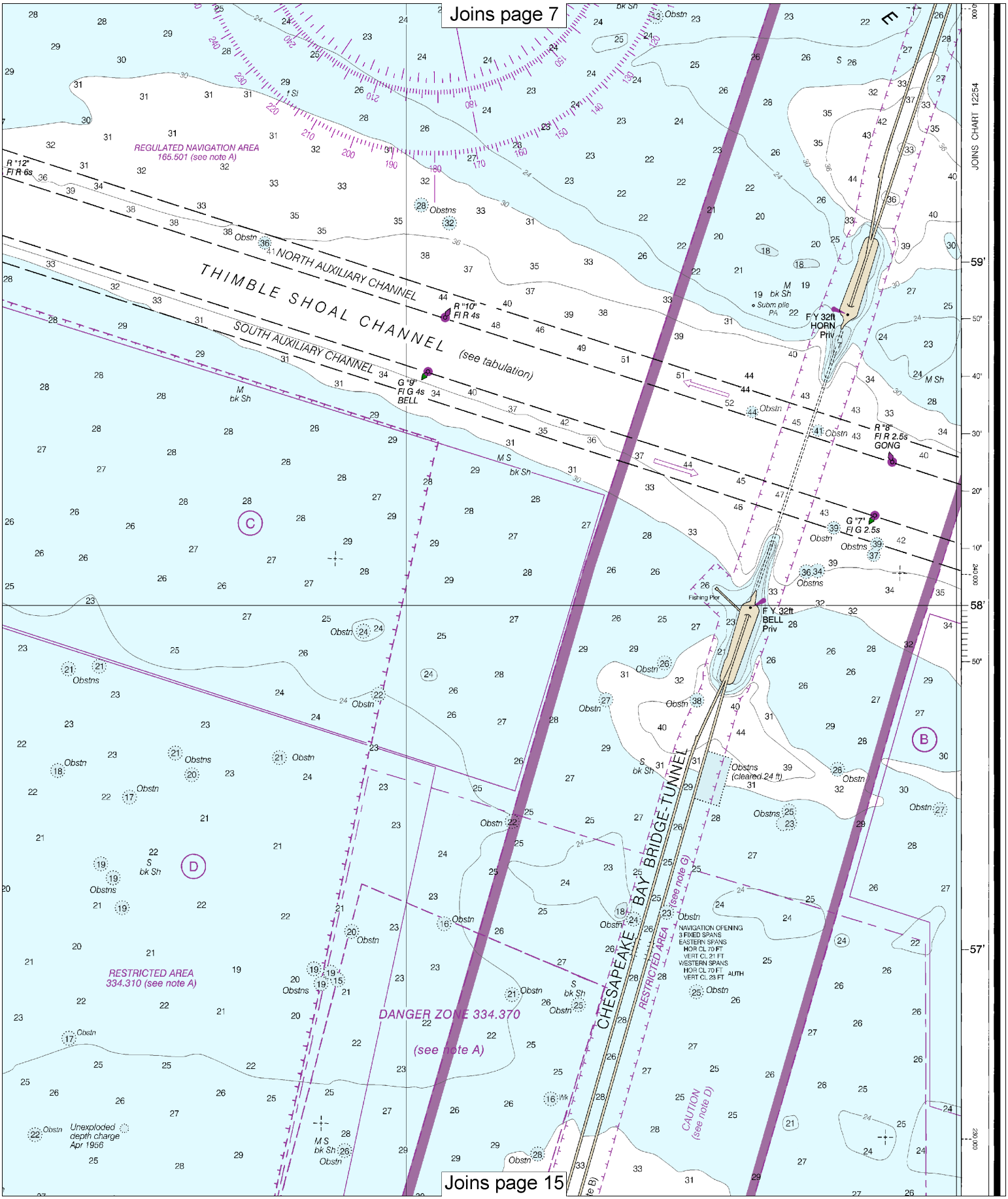


Note: Chart grid lines are aligned with true north.

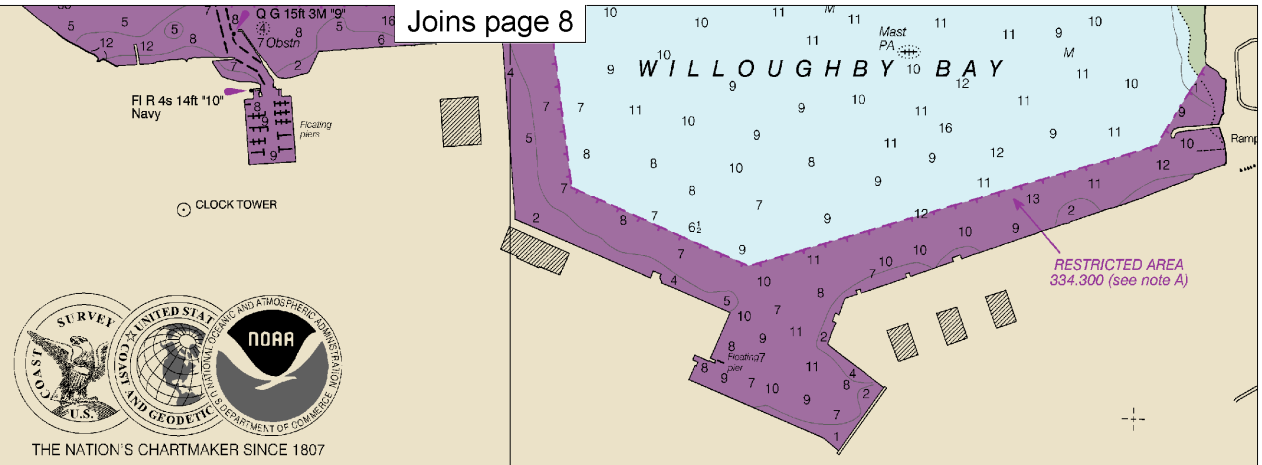
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
JOINS CHART 12254
REGULATED NAVIGATION AREA
165.501 (see note A)
R "12"
Fl R 6s
NORTH AUXILIARY CHANNEL
THIMBLE SHOAL CHANNEL
(see tabulation)
SOUTH AUXILIARY CHANNEL
R "10"
Fl R 4s
G "9"
Fl G 4s
BELL
R "8"
Fl R 2.5s
GONG
G "7"
Fl G 2.5s
F Y 32ft
HORN
Priv
F Y 32ft
BELL
Priv
Fishing Pier
CHESAPEAKE BAY BRIDGE-TUNNEL
(see note G)
RESTRICTED AREA
NAVIGATION OPENING
3 FIXED SPANS
EASTERN SPANS
HOR CL 70 FT
VERT CL 21 FT
WESTERN SPANS
HOR CL 70 FT
VERT CL 23 FT
AUTH
RESTRICTED AREA
334.310 (see note A)
DANGER ZONE 334.370
(see note A)
CAUTION
(see note D)
Obstns (cleared 24 ft)
Unexploded
depth charge
Apr 1956
Joins page 15
59'
58'
57'

Joins page 8



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BAY

THIMBLE SHOAL CHANNEL

Mercator Projection
Scale 1:20,000 at Lat. 36° 58'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Old Point Comfort	(37°00'N/76°19'W)	2.8	2.6	0.1
Little Creek	(36°55'N/76°11'W)	2.9	2.7	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 20 13)

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.530" northward and 1.214" eastward to agree with this chart.

PLANE COORDINATE GRID
(based on NAD 1927)

The Virginia State Grid (South Zone) is indicated by dashed ticks at 10,000 foot intervals.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

PHOEBUS AND WILLOUGHBY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2013

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PHOEBUS CHANNEL	12.5	12.1	11.7	6-03	150	0.7	12
WILLOUGHBY CHANNEL	2.0	2.9	9.7	7-13	A300	1.4	10

A. CHANNEL WIDTH MAINTAINED AT 200 FEET SOUTH OF 36°58'43.0"N, 76°18'38.5"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.550 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chap Coast Pilot 3. Additions or revisions to Chapter 2 lished in the Notice to Mariners. Information conc regulations may be obtained at the Office of the Co 5th Coast Guard District in Portsmouth, Virginia Office of the District Engineer, Corps of Eng Norfolk, Virginia.

Refer to charted regulation section numbers

POLLUTION REPORTS

Report all spills of oil and hazardous substan National Response Center via 1-800-424-8802 (to to the nearest U.S. Coast Guard facility if telepho munication is impossible (33 CFR 153).

RACING BUOYS

Racing buoys within the limits of this c are not shown hereon. Information may obtained from the U.S. Coast Guard Dis Offices as racing and other private buoys not all listed in the U.S. Coast Guard Light L

NOTE F

Vessels should use extreme caution w navigating in Little Creek Harbor due to frequ and unannounced naval diving operations.

ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are sho

B C D NAVAL ANCHORAGE
E COMMERCIAL EXPLOSIVES ANCHORAGE
E-1 EXPLOSIVES HANDLING BERT
F F-1 GENERAL ANCHORAGE

57'
36° 56'
55'
19'
76°18'
17'
2 640 000
2 650 000

12256

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/cont

18th Ed., Jan. 2014. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

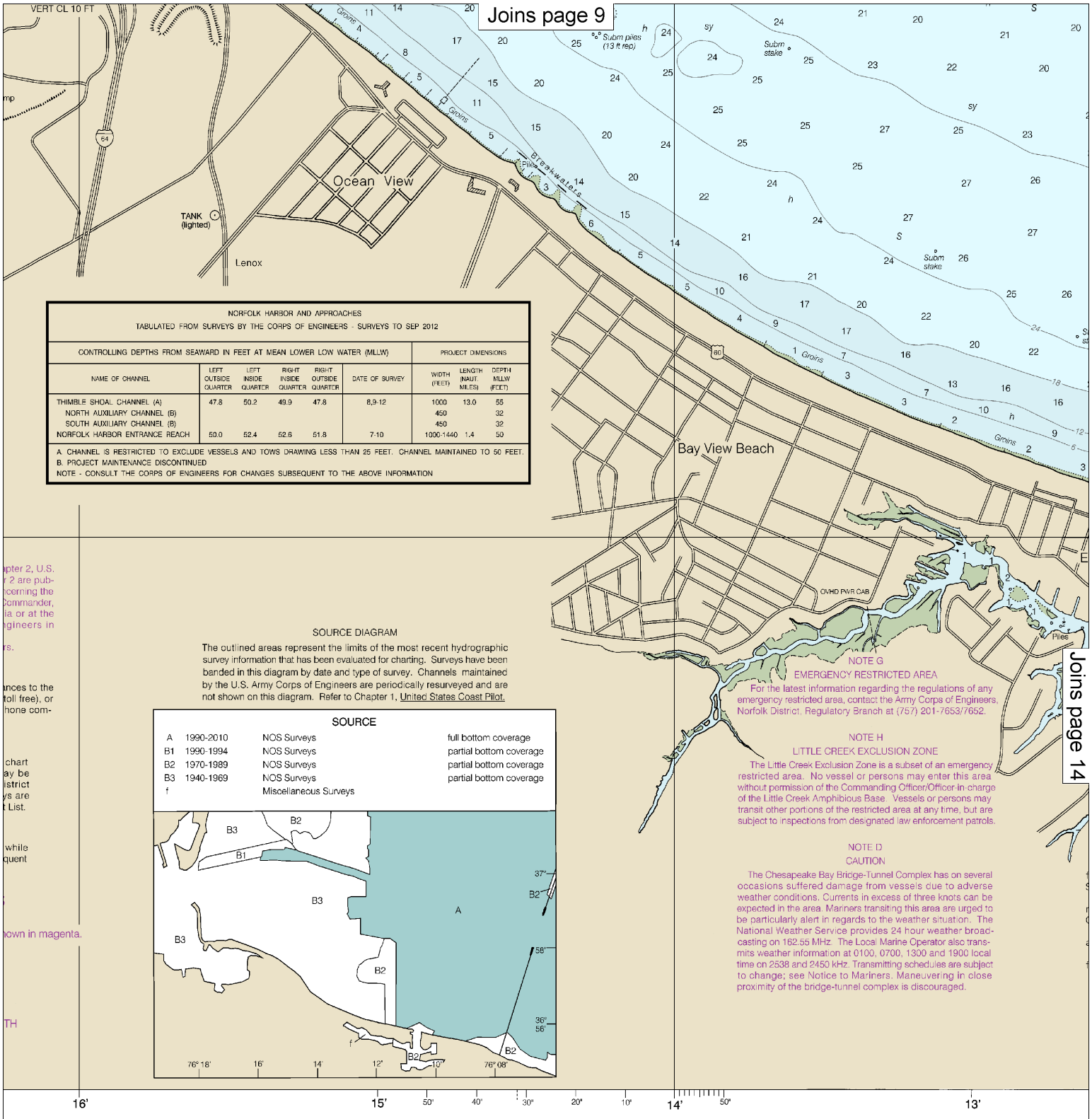
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500

Joins page 9



NORFOLK HARBOR AND APPROACHES
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
THIMBLE SHOAL CHANNEL (A)	47.8	50.2	49.9	47.8	8,9-12	1000	13.0	55
NORTH AUXILIARY CHANNEL (B)						450		32
SOUTH AUXILIARY CHANNEL (B)						450		32
NORFOLK HARBOR ENTRANCE REACH	50.0	52.4	52.6	51.8	7-10	1000-1440	1.4	50

A. CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 25 FEET. CHANNEL MAINTAINED TO 50 FEET.
B. PROJECT MAINTENANCE DISCONTINUED
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2010	NOS Surveys	full bottom coverage
B1	1990-1994	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
f		Miscellaneous Surveys	

NOTE G
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

NOTE H
LITTLE CREEK EXCLUSION ZONE
The Little Creek Exclusion Zone is a subset of an emergency restricted area. No vessel or persons may enter this area without permission of the Commanding Officer/Officer-in-charge of the Little Creek Amphibious Base. Vessels or persons may transit other portions of the restricted area at any time, but are subject to inspections from designated law enforcement patrols.

NOTE D
CAUTION
The Chesapeake Bay Bridge-Tunnel Complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The National Weather Service provides 24 hour weather broadcasting on 162.55 MHz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300 and 1900 local time on 2538 and 2450 kHz. Transmitting schedules are subject to change; see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

Joins page 14

16' 15' 50' 40' 30' 20' 10' 14' 50' 13'

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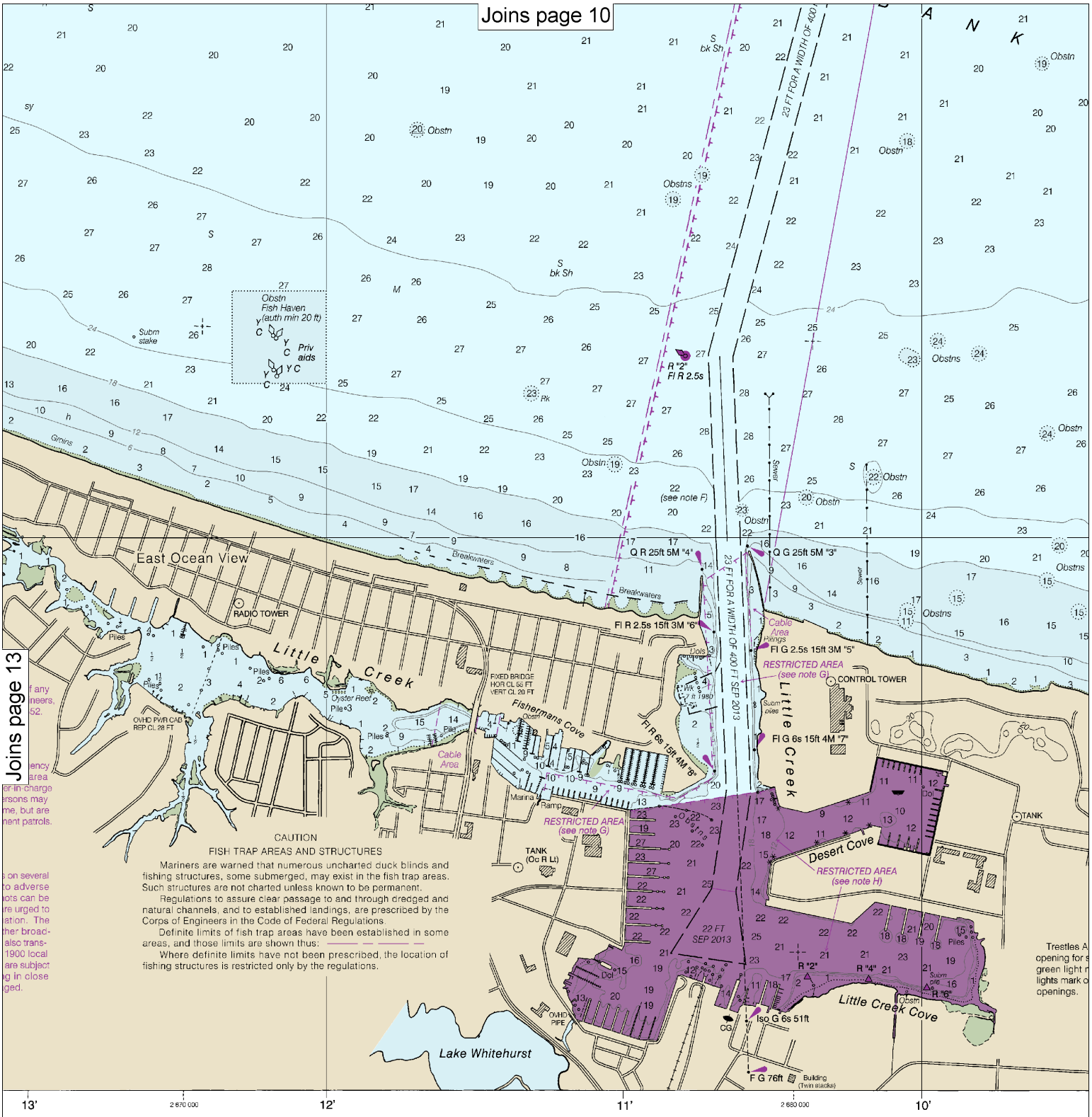
SOUNDINGS IN FEET

Published at Washington
U.S. DEPARTMENT OF CO
NATIONAL OCEANIC AND ATMOSPHER
NATIONAL OCEAN SER
COAST SURVEY

Joins page 10

Joins page 13



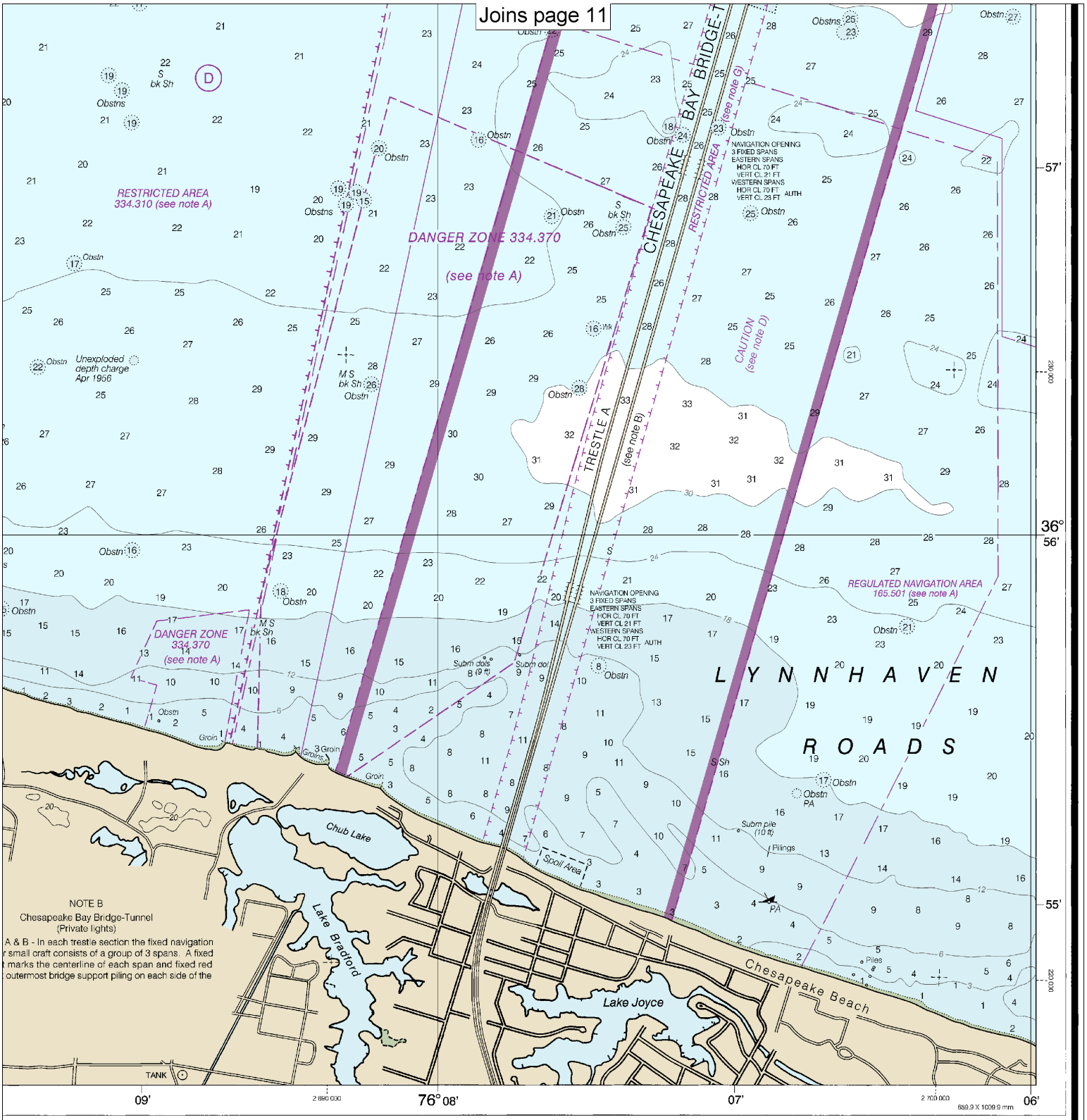
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SCALE 1:20,000
Nautical Miles
½ 0 ½ 1
Yards
500 0 500 1000 1500 2000 2500
Meters
500 0 500 1000 1500 2000 2500

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

1½

Thimble Shoal Channel

SOUNDINGS IN FEET - SCALE 1:20,000

12256

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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